



# **INDOT State Rail Plan**

# **Virtual Stakeholder Meeting**

Summary Report – January 26, 2021





## Contents

1.1	Meeting Details	- 2 -
2.1	Meeting Manager	- 2 -
3.1	Project Team	- 2 -
4.1	Meeting Agenda	- 3 -
5.1	What We Heard From You	- 3 -
6.1	Update on State Rail Plan	- 3 -
7.1	Q&A and Discussion	- 4 -
8.1	State Rail Plan Progress and Schedule	- 4 -
9.1	Next Steps and Adjournment	- 4 -
	Appendix A: Webex Virtual Stakeholder Meeting Presentation	- 5 -
	Appendix B: Webex Virtual Meeting Chat Log	- 49 -
	Appendix C: Meeting Attendees	- 57 -





## Agenda

Project: INDOT State Rail Plan

Subject: Virtual Stakeholder Meeting #2

Date: Tuesday, January 26, 2021

Location: Webex Virtual Meeting

Attendees: Total: 49 | A full list of attendees is available in **Appendix C**.

### 1.1 Meeting Details

This meeting was held virtually on Webex and gave stakeholders an update of chapters one through four of the State Rail Plan, as well as highlights of the State Rail Plan survey, which was deployed in fall 2020.

This was an opportunity for participants to talk to the project team in an open discussion and have their questions answered.

HDR's Keith Bucklew and Ameerah Palacios facilitated the meeting. The full presentation is detailed in **Appendix A**.

Date	Time	Location
January 26, 2021	1 p.m. to 3 p.m.	Webex Virtual Meeting

### 2.1 Meeting Manager

Ameerah Palacios, Strategic Communications Project Manager

### 3.1 Project Team

Staff	Responsibility
Kristin Brier, INDOT	Attendee
Bridgette Hail, INDOT	Attendee and Opening/Closing Remarks
Venetta Keefe, INDOT	Attendee and Opening/Closing Remarks
Keith Bucklew, HDR	Presenter
Ameerah Palacios, HDR	Facilitator, Production and Scribe



## 4.1 Meeting Agenda

Agenda	Time	Facilitator
Welcome	1 p.m.- 1:05 p.m.	Keith Bucklew
What We Heard From You	1:06 p.m. – 1:15 p.m.	Keith Bucklew
Update on State Rail Plan: <ul style="list-style-type: none"><li>• Chapter 1</li><li>• Chapter 2</li><li>• Chapter 3</li><li>• Chapter 4</li></ul> Some inclusion of survey results generalized	1:16 p.m. – 2:15 p.m.	Keith Bucklew & Ameerah Palacios
Q&A and Discussion	2:16 p.m. – 2:31 p.m.	Keith & Ameerah & INDOT
SRP Progress and Schedule	2:32 p.m. – 2:40 p.m.	Keith Bucklew
Next Steps and Adjournment	2:45 p.m.	Keith Bucklew

## 5.1 What We Heard From You

Keith Bucklew presented recap from the first stakeholder meeting, which gave an overview of the State Rail Plan purpose and process.

## 6.1 Update on State Rail Plan

Keith presented on highlights from chapters 1-4 of the State Rail Plan, specifically how:

**Chapter 1** discusses the role of rail in the state’s transportation system, and the authorizations in place that permit Indiana’s state and local governments to support rail.

**Chapter 2** describes Indiana’s rail network, and the freight and passenger rail operators that serve the state.

**Chapter 3** discusses the environmental and economic impacts of rail transportation in Indiana.

**Chapter 4** discusses the trends and forecasts that will impact the rail network in the future.

Ameerah Palacios facilitated a question to attendees about additional trends that are affecting the growth of rail in Indiana. Responses are summarized in the chat log, **Appendix B**.

Ameerah Palacios facilitated highlights of the State Rail Plan survey results.



## 7.1 Q&A and Discussion

Keith, Ameerah, and members of INDOT opened up the floor up to participants to answer questions specified in the virtual meeting chat log in **Appendix B**. Answers varied in reaffirming the purpose and scope of the State Rail Plan, sharing data insights gathered thus far, and making note of participant comments, as referenced in the chat log.

## 8.1 State Rail Plan Progress and Schedule

Keith Bucklew reminded participants that the next virtual stakeholder meeting will be in May 2021, when the State Rail Plan is likely to be completed. The project is set to conclude in September 2021.

## 9.1 Next Steps and Adjournment

HDR's Keith Bucklew and INDOT representatives thanked participants for attending the meeting and promptly adjourned around 2:15 p.m.



## **Appendix A: Webex Virtual Stakeholder Meeting Presentation**

# INDOT State Rail Plan Chapter Updates and Survey Results

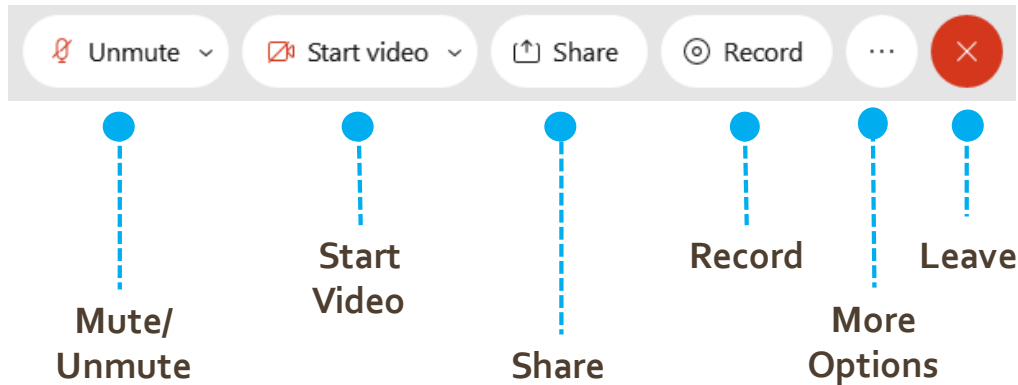
Virtual Meeting  
1/26/2021



# Welcome!

The presentation will begin shortly.

*If you are new to Webex, please take note of some of the functions below.*



To help this meeting run as smoothly as possible, please consider the following tips:

- If you have a question type it **in the chat box** and the facilitator will address
- Be sure to **mute your microphone and your phone**
- If others in your house are using streaming services, consider asking them to **pause for the duration of the presentation**
- **Turn off your VPN** for the duration of the presentation to help with speed and bandwidth



# Agenda

1. Welcome
2. Recap of Stakeholder Meeting #1: What We Heard From You
3. Update on State Rail Plan:
  - Chapter 1: The Role of Rail in Indiana
  - Chapter 2: Indiana's Existing Rail System
  - Chapter 3: Economic and Environmental Context of Rail
  - Chapter 4: Trends and Forecasts
4. Q&A and Discussion
5. State Rail Plan Schedule
6. Next Steps and Adjournment

# Recap of Stakeholder Meeting #1: What We Heard From You

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Meeting Recap



## INDOT's State Rail Plan:

- Updated every four years
- Guides the improvement of freight and passenger rail investments in rural and urban areas throughout the Hoosier state
- Supports efforts to provide a safe, efficient and convenient rail transportation system for all Indiana residents





# Meeting Recap



- > 60 participants
- Hundreds of comment and responses to poll questions received
- Insights on passenger and freight rail priorities and values





# Update on State Rail Plan: Chapters 1-4

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Chapters 1-4



## **Chapter 1:**

The Role of Rail in Indiana

## **Chapter 2:**

Indiana's Existing Rail System

## **Chapter 3:**

Economic and Environmental  
Context of Rail

## **Chapter 4:**

Trends and Forecasts



# The Role of Rail in Indiana

INDOT STATE RAIL PLAN VIRTUAL MEETING











# The Role of Rail in Indiana

- In 2019, Indiana's manufacturing industry accounted for 27.4% of state GDP
- This is 2.7x higher than the U.S. average of 11.4% (highest of any state).

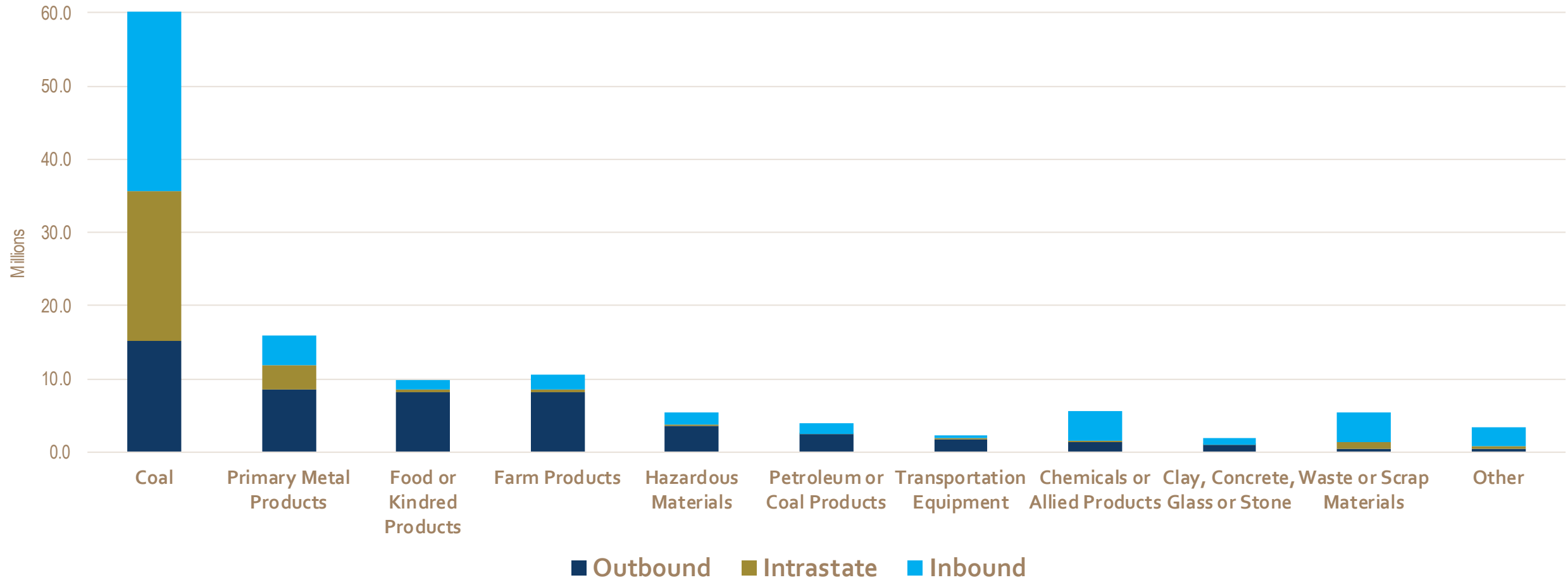


# Freight Rail Accounts for 13% of Freight Tonnage in Indiana

## Indiana Industries relying on Rail to be competitive:

-  Manufacturing: Automotive
-  Manufacturing: Chemicals
-  Manufacturing: Metals (steel and aluminum)
-  Manufacturing: Food production
-  Agriculture: Grain
-  Mining: Coal, limestone

# Freight Flow by Commodity and Direction, 2018 Tons



Source: HDR Analysis of 2018 STB Waybill Sample Data



# Indiana's Existing Rail System

INDOT STATE RAIL PLAN VIRTUAL MEETING





# Indiana's Existing Rail System

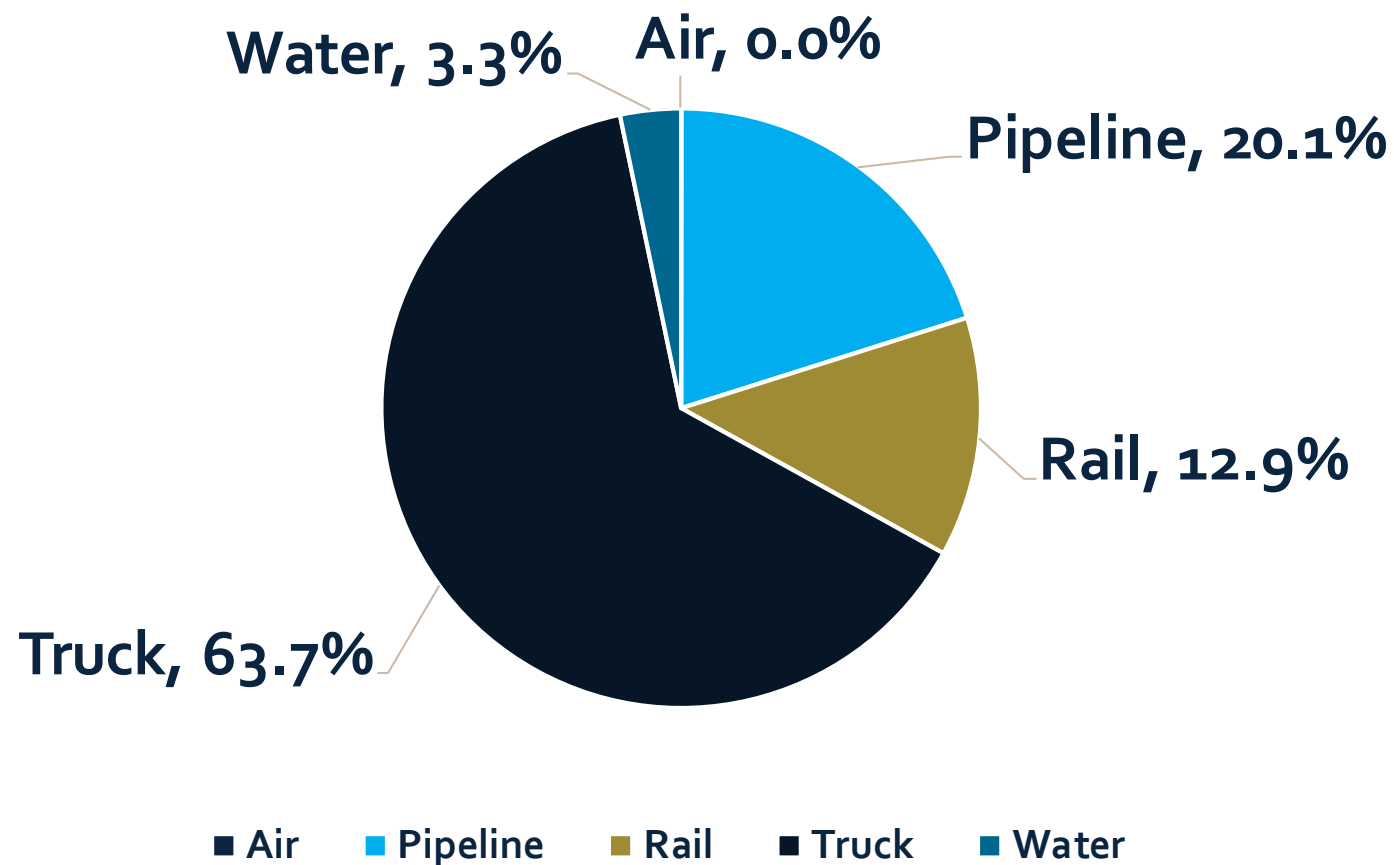
## Indiana ranked nationally:

- **4th** in the number of freight railroads (43)
- **11th** in total rail line mileage
- **5th** in tonnage originated
- **6th** in tonnage carried
- **4th** in carloads carried
- **9th** in rail employment and wages
- **3rd** in coal tons originated and **4th** in coal tons terminated





# Freight Tonnage Modal Share



[\[RUB1\]](#)  
Source: FAF4 2018 data for Indiana (includes originating and terminating movements)

# Passenger & Commuter Rail



## Amtrak operates 4 intercity passenger trains in Indiana

- Amtrak ridership at Indiana stations in 2019 was 117,811
- Busiest stations: Indianapolis and Waterloo

## NICTD operates 43 weekday commuter trains in Northwest Indiana

- NICTD ridership in 2019 was 3.3 million
- Without NICTD, 70% of trips would be made by car



# Tourist Railroads

- Five rail excursion operations in Indiana
- Two other museums/historical groups offer train rides

## Two new tourist railroads since last State Rail Plan:

- Nickel Plate Express in Noblesville (2018)
- Ohio River Scenic Railway in the town of Tell City (2020)
- Both operations use trackage owned by Port Authorities
- Launched as cooperative ventures between track owners, nonprofit tourism groups, and service/equipment providers



# Indiana's Investments in Rail

## Indiana investments in Rail (2015 – 2020)

- **State funding:**
  - \$15 million (IRSF), 59 projects
  - \$4 million grade crossings, 173 projects

## Indiana investments in Rail (2020)

- **State funding:**
  - NICTD, \$22 million
  - Local TRAX program, \$121 million
- **Private funding:** \$160 million
- **Federal funding:** \$20 million, 6 projects



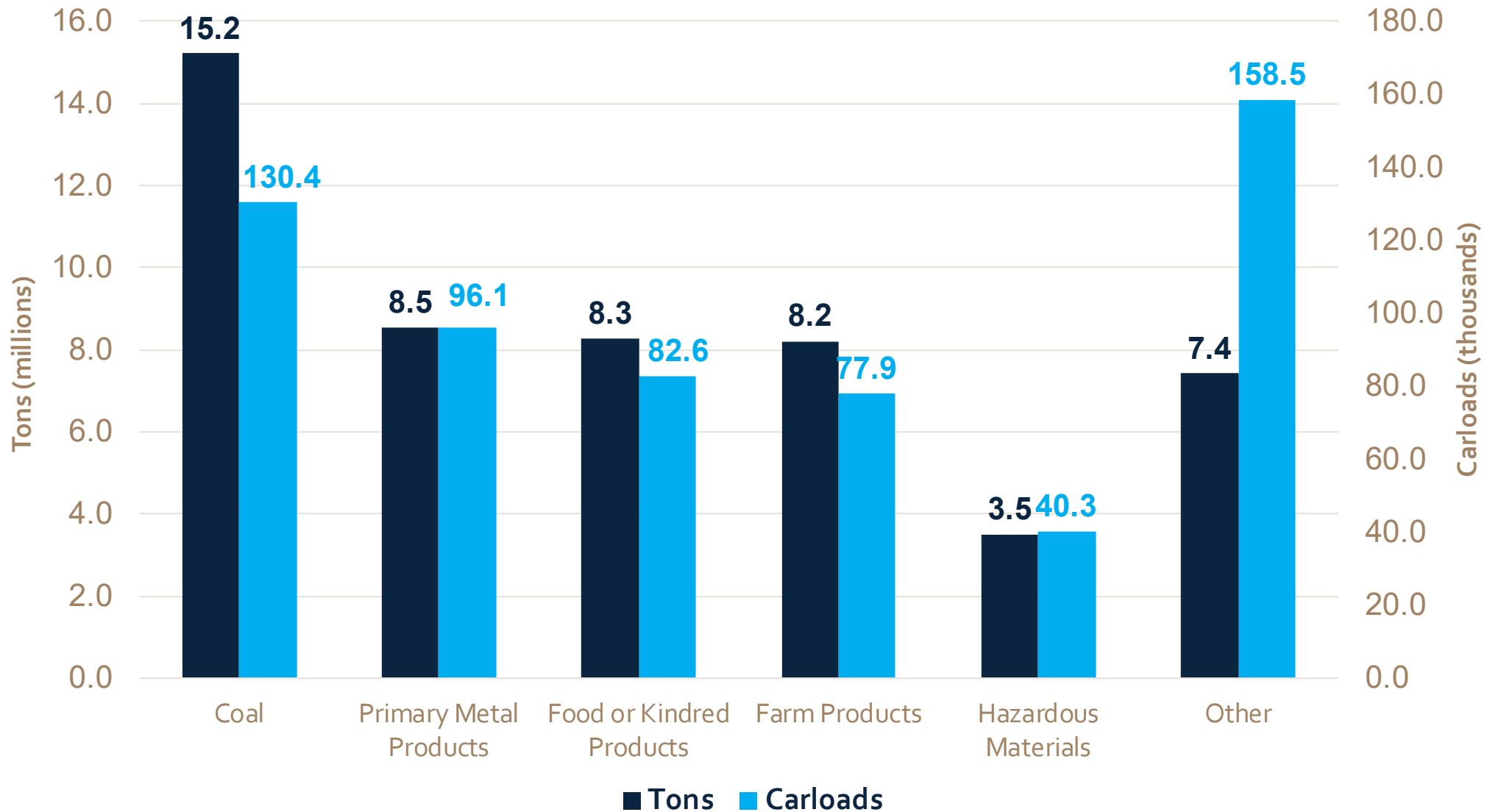


# Economic and Environmental Context of Rail

INDOT STATE RAIL PLAN VIRTUAL MEETING



# Rail Outbound Top Commodities by Tonnage, 2018



Source: HDR Analysis of 2018 STB Waybill Sample Data



# Economic and Environmental Context of Rail

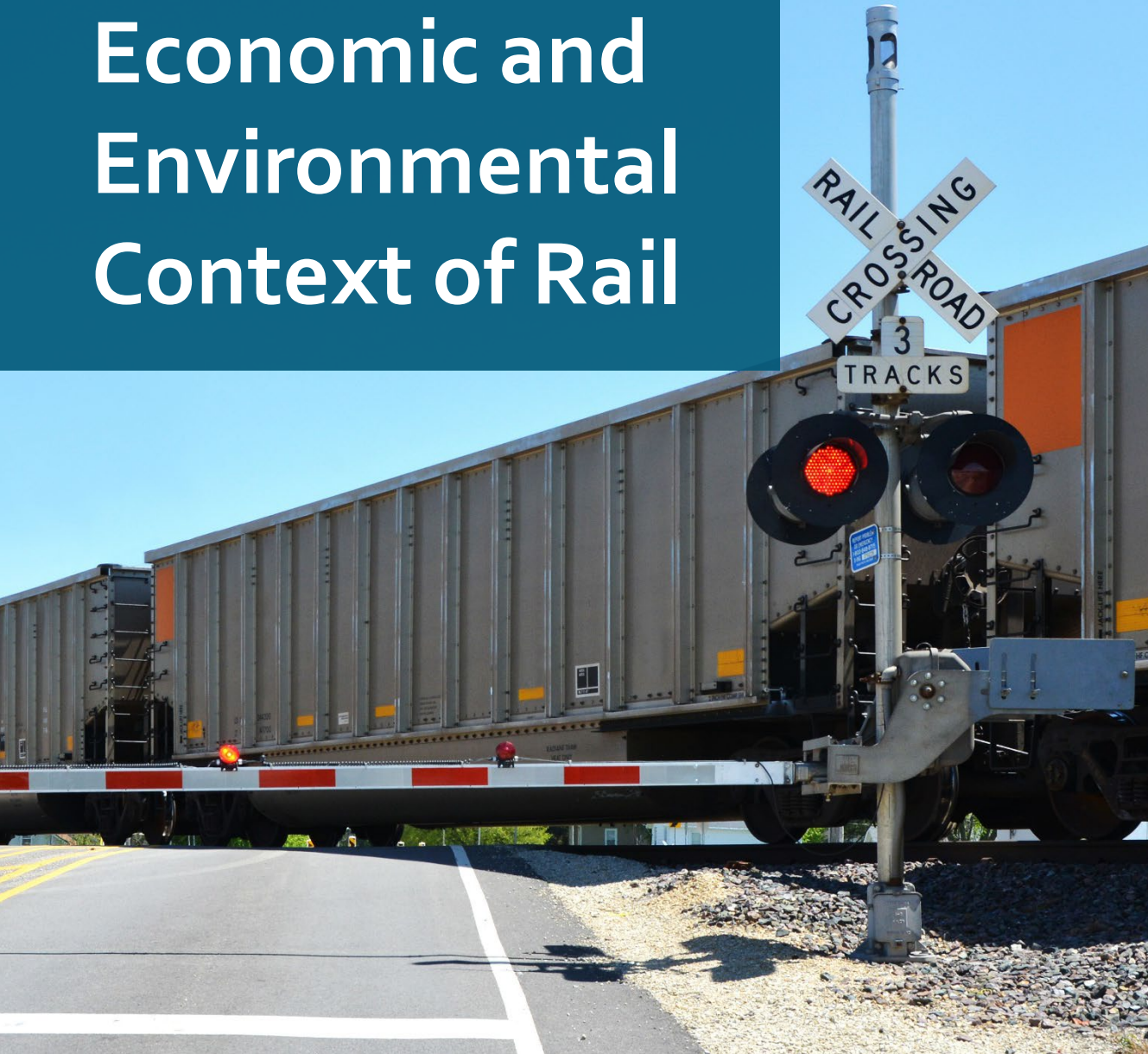
## Outbound Tonnage Origin

Year 2018 rail movements destined for out-of-state originated primarily from:

- Lake County (8.7 million tons, 17.0 percent of outbound rail)
- Vanderburgh County (7.4 million tons, 14.5 percent of outbound rail)
- Gibson County (5.5 million tons, 10.8 percent of outbound rail)
- Tippecanoe County (3.1 million tons, 6.0 percent of outbound rail)
- Porter County (2.0 million tons, 4.0 percent of outbound rail)



# Economic and Environmental Context of Rail



## Outbound Tonnage Destination

Main destinations of Indiana rail exports for 2018 are:

- Georgia (7.3 million tons, 14.2 percent of outbound rail)
- Alabama (5.1 million tons, 10.1 percent of total outbound rail)
- Virginia (4.5 million tons, 8.7 percent of total outbound rail)
- Ohio (4.2 million tons, 8.2 percent of total outbound rail)
- Illinois (4.0 million tons, 7.9 percent of total outbound rail)



# Trends and Forecasts

INDOT STATE RAIL PLAN VIRTUAL MEETING





# Trends and Forecasts



## Forecasts for Indiana Rail

- Total rail freight tonnage in Indiana will increase by approximately **29% between 2018 and 2045.**
- Coal volumes will decrease by over **35% between 2018 and 2045** from 60.2 million tons to **38.8 million tons** (of originating and terminating movement).



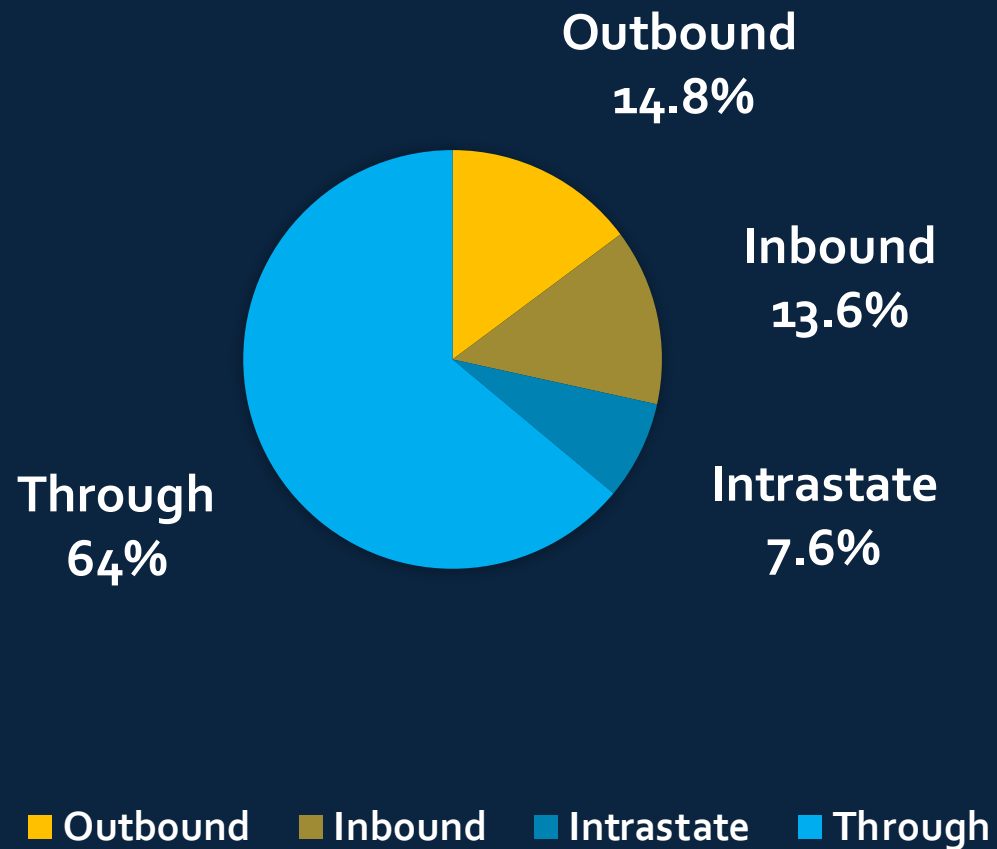
# Trends and Forecasts



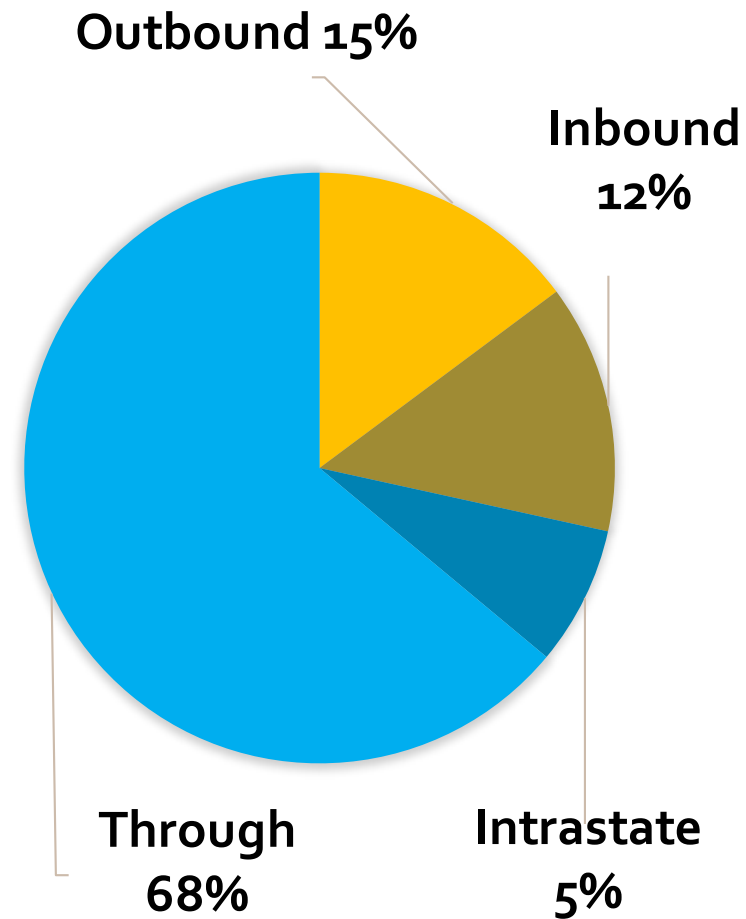
## Forecasts for Indiana Rail

- Growth in metal, food, farm, petroleum, and chemical products are expected to more than offset the losses in coal tonnage.
- Hazardous materials are projected to grow at 1.2% annually.

## Rail Movement Share by Direction (345 Million Tons Total), 2018



## Rail Movement Share by Direction (446 Million Tons Total), 2045



**Overall,  
29% increase**

- Outbound: 65.6 million
- Inbound: 54.8 million
- Intrastate: 20.7 million
- Through: 304.6 million





## Question

What are other trends affecting the growth of rail in Indiana?





# State Rail Plan Online Survey

## Completed in Fall 2020

- More than 1,000 completed surveys
- Overall, 2,318 responses



### Indiana Department of Transportation State Rail Plan Survey

#### Introduction

This year, the Indiana Department of Transportation is updating their State Rail Plan. This State Rail Plan will identify proposed improvements in urban and rural areas to benefit the movement of people and goods through these areas. The SRP outlines freight and passenger rail planning activities that will achieve the objective for the state to provide a safe, efficient and convenient transportation system to Hoosiers.

The SRP is a way to connect all of these initiatives and allow them to move toward a common goal of optimal rail transportation in the state. In addition, the SRP will guide INDOT's investment decisions to maintain and improve the rail transportation system, to support the movement of freight and passengers in Indiana, and ultimately strengthen the state's economy and raise the quality of life for its citizens.

The development of a comprehensive SRP offers an opportunity for INDOT to accurately define what the rail system in the state looks like today and what it can look like in the future.





# Survey Results

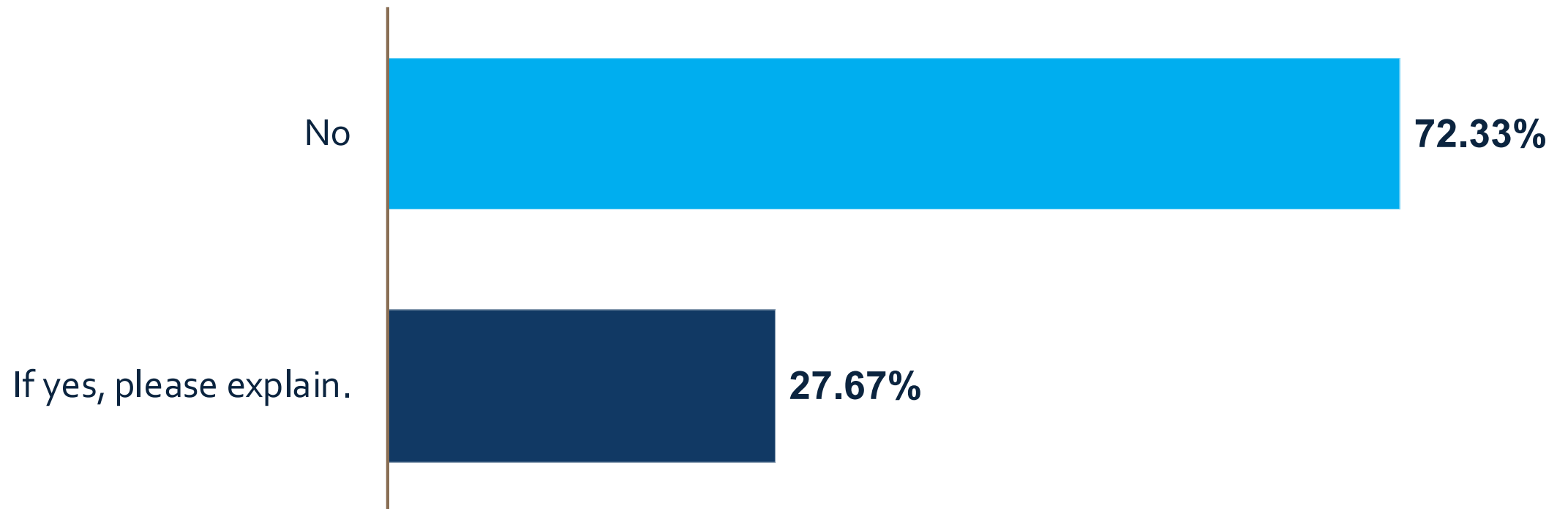
INDOT STATE RAIL PLAN VIRTUAL MEETING





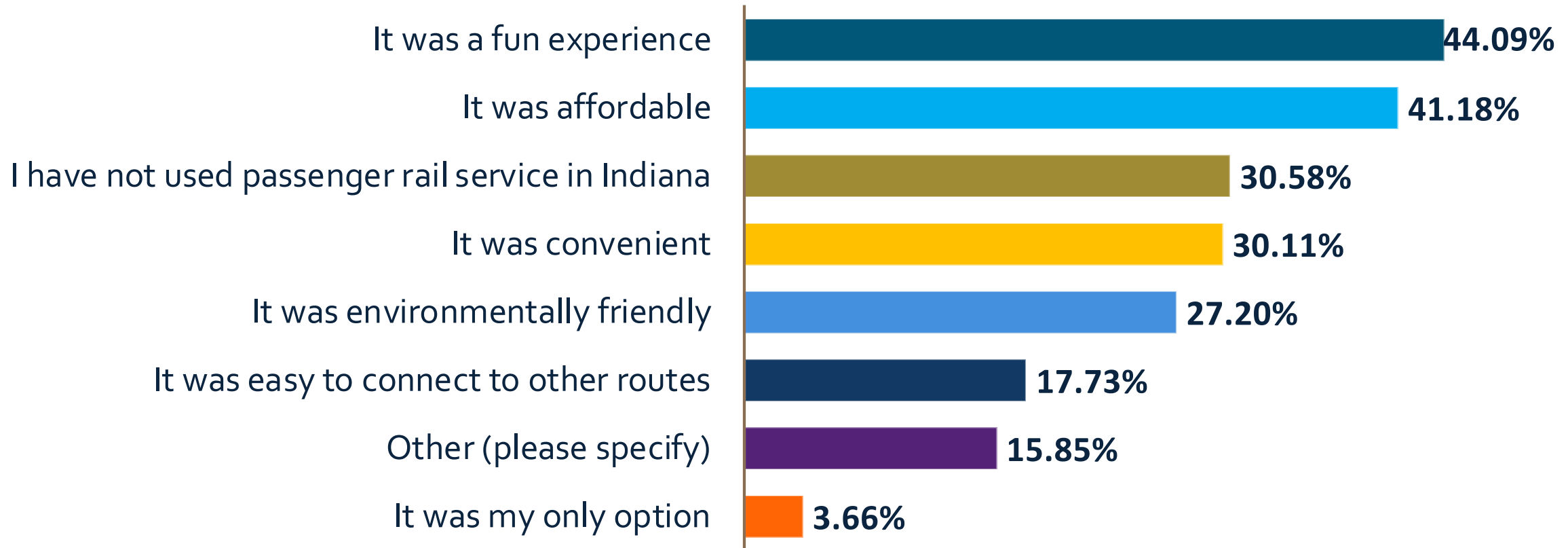
Q19:

Has COVID-19 impacted your use of rail? If yes, please describe.



Q12:

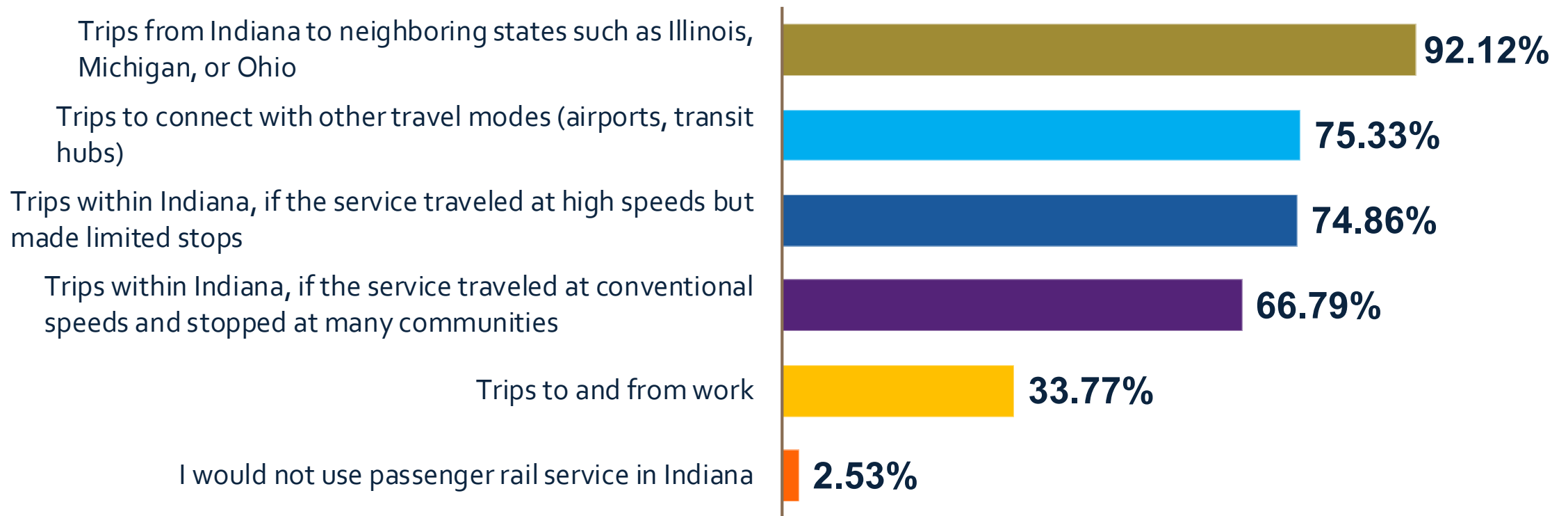
Which of the following reasons describes why you have used Amtrak in Indiana? Please select all that apply.





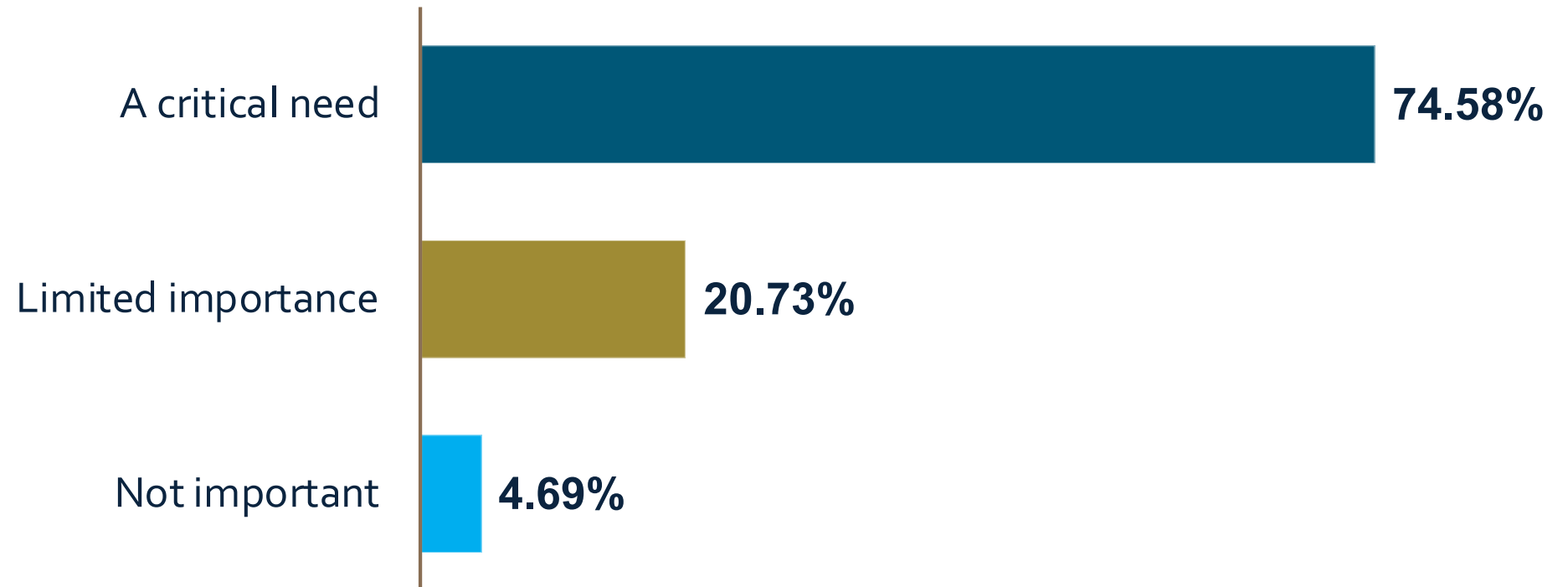
Q13:

If passenger rail service was introduced or expanded in the region where you live, what types of trips would you consider taking on the train? Please select all options that apply.



**Q15:**

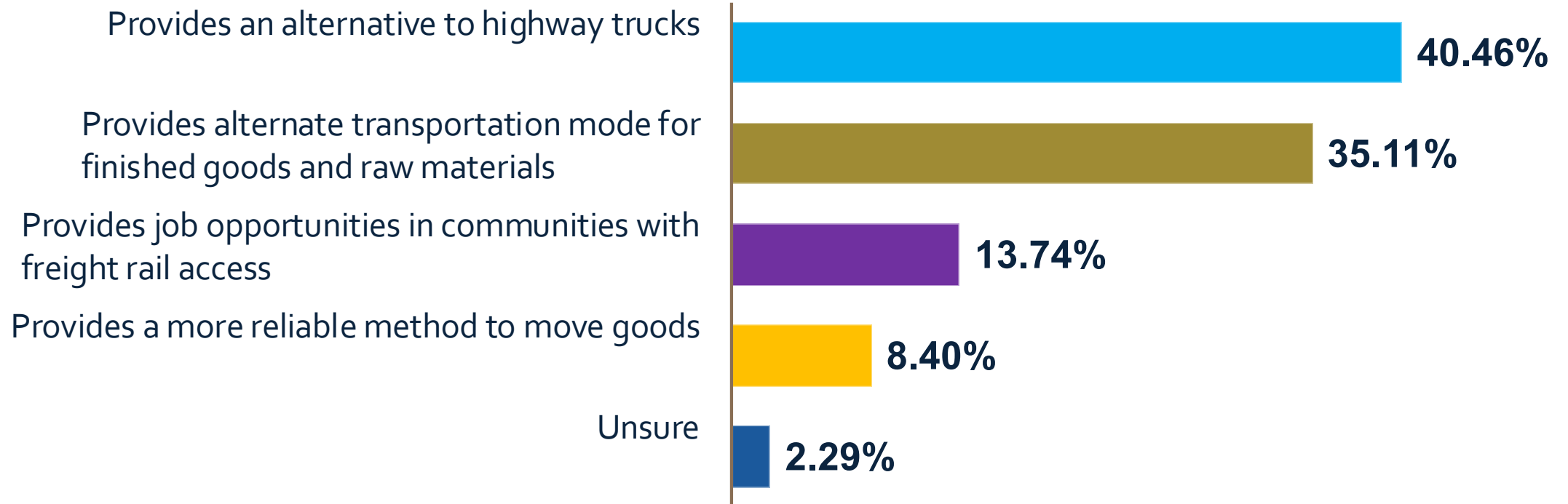
**Commuter rail service refers to passenger trains operating between employment centers and outlying areas. Commuter rail lines typically serve daily riders traveling distances between 10 to 50 miles. How important do you believe expanding commuter rail service is for Indiana?**





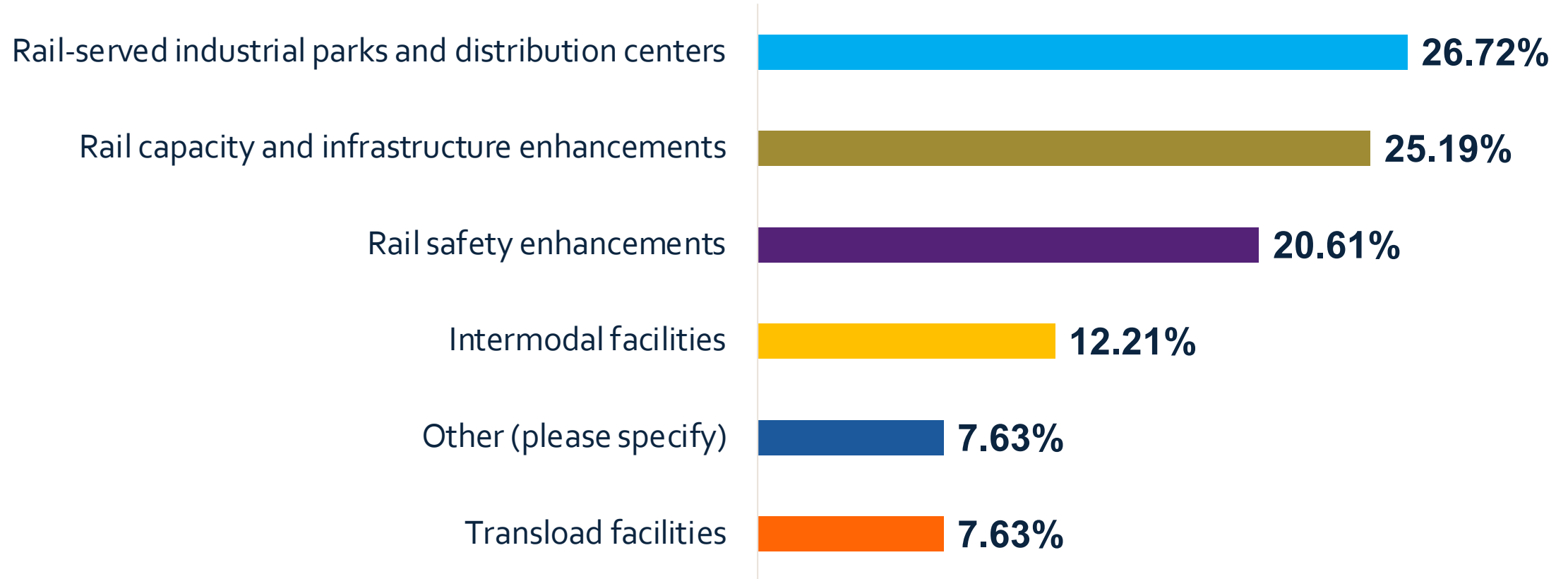
Q21:

## How does the rail network best support economic growth in Indiana? Choose one option.



Q25:

Assuming adequate federal, state, or public private partnership funding is available, what freight and rail projects should the Indiana Department of Transportation prioritize to have the biggest impact on the State's economic competitiveness?



**Q31:****Please select your top five concerns related to freight rail transportation in the state:**

Answer Choices	Response Percent	Responses
Abandonment/shrinkage of the rail network	66.11%	236
Condition of rail lines	58.26%	208
Availability of rail-served industrial locations for new businesses	43.7%	156
Availability of rail service	42.86%	153
Availability of truck/rail freight transfer facilities	42.3%	151
Increasing train lengths	37.25%	133
Mainline capacity or rail bottlenecks	36.97%	132
Service to smaller shippers	34.17%	122
Precision scheduled railroading practices	33.61%	120
Viability of short line railroads	31.37%	112
Service to industries located on short line railroads	26.89%	96
Speed restrictions on rail lines	24.65%	88
Connectivity to global markets	23.25%	83
Other (please specify)	19.33%	69
Lack of railroad alternatives	12.61%	45
Weight restrictions on rail lines	8.96%	32
	<b>Total Responses</b>	<b>357</b>

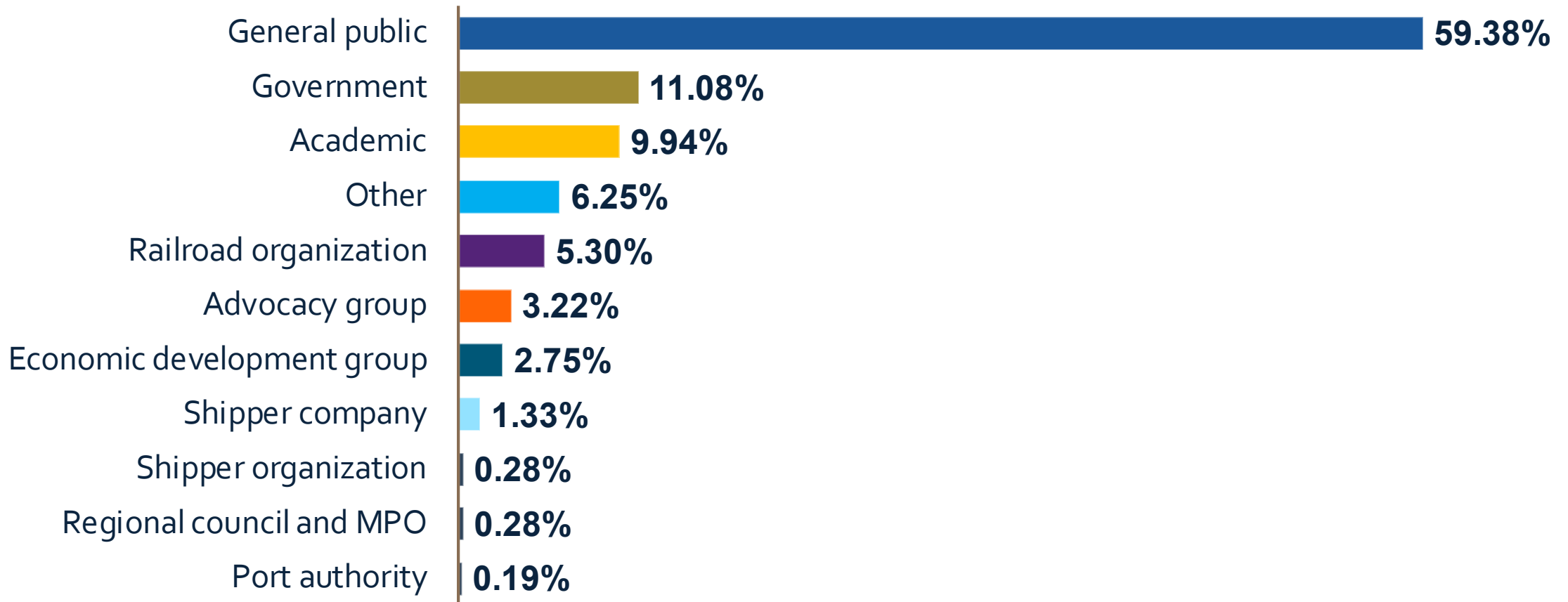


Q33:

Please rank the following in terms of benefit to Indiana with "1" being most important and "6" being least important.

Answer Choices	1	2	3	4	5	6
Additional rail access to industrial parks/agricultural facilities/manufacturing plants	26.61% 95	20.45% 73	19.33% 69	14.85% 53	11.48% 41	7.28% 26
Additional rail access to truck/rail transload facilities or ports	7.28% 26	<b>26.33%</b> 94	<b>24.09%</b> 86	16.53% 59	15.97% 57	9.80% 35
Improved rail access to existing rail-served industrial parks/transload facilities/manufacturing plants/agricultural facilities.	7.84% 28	17.65% 63	23.25% 83	<b>23.81%</b> 85	18.49% 66	8.96% 32
Improved rail service to existing rail-served agricultural facilities/industrial parks/manufacturing plants/ports/transload facilities.	9.80% 35	13.73% 49	15.69% 56	24.93% 89	<b>22.41%</b> 80	13.45% 48
Improved grade crossing safety or elimination	<b>39.50%</b> 141	7.56% 27	8.68% 31	8.68% 31	12.32% 44	23.25% 83
Additional or enhanced rail intermodal services and facilities	8.96% 32	14.29% 51	8.96% 32	11.20% 40	19.33% 69	<b>37.25%</b> 133

## Q41: Which option below best describes your background?





# Have Questions?

INDOT STATE RAIL PLAN VIRTUAL MEETING







# Have More Questions?

Contact:

**Keith Bucklew**

**Project Manager, HDR**

**[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)**

# State Rail Plan Project Schedule

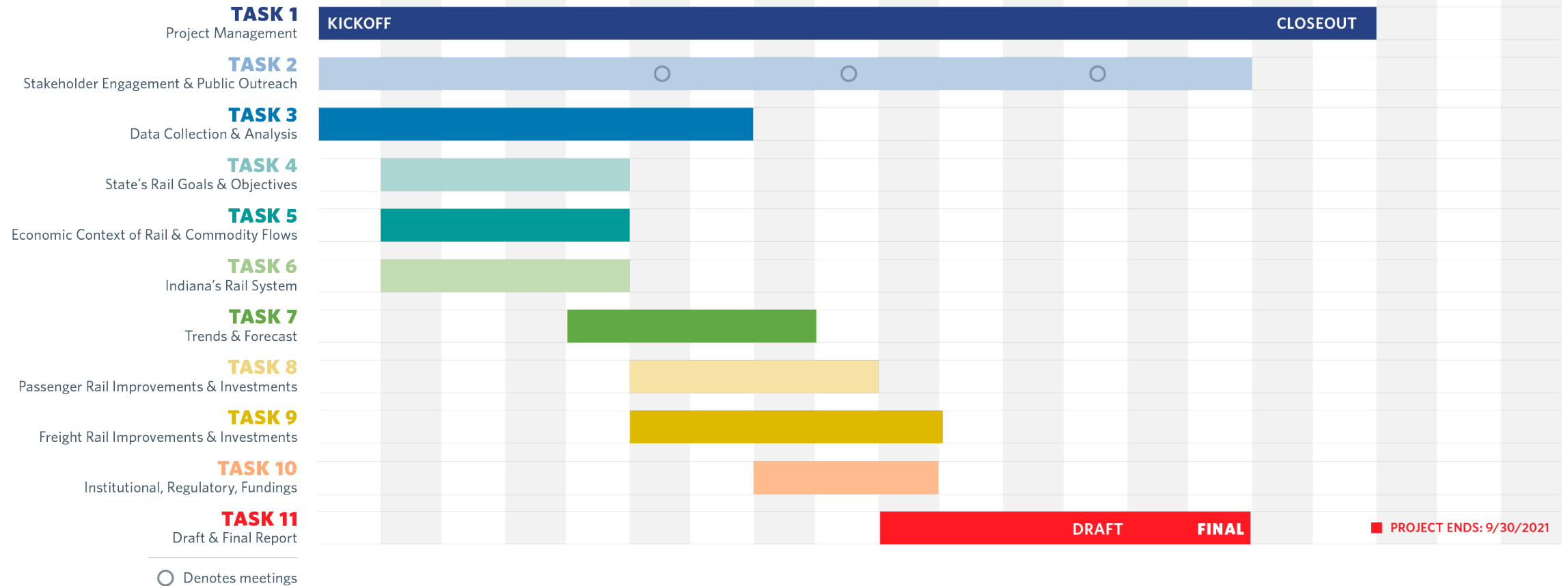
INDOT STATE RAIL PLAN VIRTUAL MEETING





## SCHEDULE: Indiana State Rail Plan

(November 2019–April 2020) Contract & SOW Prep



# Thank you!

Contact Keith Bucklew, Project Manager at HDR:  
[INSRP@hdrinc.com](mailto:INSRP@hdrinc.com)

INDOT STATE RAIL PLAN VIRTUAL MEETING





## Appendix B: Webex Virtual Meeting Chat Log

Each chat message is logged below with the person who sent the message and the timestamp of the message.

**1) From [NAME REDACTED] to everyone: 1:02 PM**

[NAME REDACTED], Northwest Indiana Forum. In for Heather Ennis, President/CEO.

**2) From [NAME REDACTED] Sunrise Indy to everyone: 1:02 PM**

[NAME REDACTED], she/her/hers, Sunrise Indy (Indianapolis hub of the Sunrise Movement)

**3) From Ameerah Palacios to everyone: 1:03 PM**

Welcome, everyone. We'll get started shortly.

**4) From [NAME REDACTED]- Sunrise Movement Indianapolis to everyone: 1:03 PM**

[NAME REDACTED], she/her/hers, Sunrise Indy (Indianapolis hub of the Sunrise Movement)

**5) From Ameerah Palacios to everyone: 1:03 PM**

We ask that you put yourself on mute until the end of the meeting where we will take your questions.

**6) from [NAME REDACTED] to everyone: 1:03 PM**

Good Afternoon. [NAME REDACTED], Community Planning Liaison Officer, Naval Support Activity Crane, Indiana.

**7) from [NAME REDACTED] - Sunrise Indy to everyone: 1:04 PM**

Hi Everyone! [NAME REDACTED], she/her/hers, Sunrise Movement Indy

**8) from [NAME REDACTED] to everyone: 1:06 PM**

I think there are participants not muted

**9) from [NAME REDACTED] Red Gold to everyone: 1:06 PM**

Hello from Tomato Country

**10) from [NAME REDACTED] to everyone: 1:06 PM**

Thank you everyone for putting yourself on mute.





**11) from [NAME REDACTED] to everyone: 1:09 PM**

Please mute yourselves. Thank you

**12) from [NAME REDACTED] to everyone: 1:13 PM**

Will these slides be shared through email with the participants at the end of the presentation?

**13) from Ameerah Palacios to everyone: 1:15 PM**

A meeting summary will be posted on INDOT's website and emailed to everyone joining us today.

**14) from [NAME REDACTED] to everyone: 1:16 PM**

Just an informational update: NICTD has received Full Funding Grant Agreements from the Federal Transit Administration for both the West Lake Extension project as well as the Double Track Northwest Indiana project.

**15) from Ameerah Palacios to everyone: 1:17 PM**

Thank you, Kelly!

**16) from [NAME REDACTED] to everyone: 1:22 PM**

How much of incoming coal is for steel production, as opposed to power generation?

**17) from [NAME REDACTED] Red Gold to everyone: 1:22 PM**

Red Gold is using more Intermodal (rising trend).

**18) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 1:22 PM**

I apologize, I joined late; did you talk about passenger rail and potential growth in passenger rail, or is this all freight rail growth/trends?

**19) from [NAME REDACTED] to everyone: 1:23 PM**

Why is there no discussion of the potential new markets for passenger rail?

**20) from [NAME REDACTED] to everyone: 1:23 PM**

There is a lot of interest in passenger rail service and it must grow.

**21) from [NAME REDACTED] Sunrise Indy to everyone: 1:23 PM**

[NAME REDACTED] (Sunrise Indy): Another trend affecting the growth of rail in Indiana will be a trend of Hoosiers forgoing automobile transit in order to cut down on their carbon footprint.



**22) from [NAME REDACTED] to everyone: 1:23 PM**

This is [NAME REDACTED] at Madison Railroad. I am deeply concerned about H.B. 1190 which would allow heavier truckloads on the highway.

**23) from [NAME REDACTED] Red Gold to everyone: 1:23 PM**

Red Gold is growing its outbound rail with grocery and food service customers

**24) from [NAME REDACTED] to everyone: 1:23 PM**

Increase in Intermodal traffic

**25) from [NAME REDACTED] to everyone: 1:23 PM**

Does INDOT plan to speak against this bill. If not why?

**26) from [NAME REDACTED] to everyone: 1:23 PM**

For pass through, what income does Indiana receive vs. expense for upkeep and safety of rails?

**27) from [NAME REDACTED] to everyone: 1:23 PM**

How will the new administration and DOT appointment impact your predictions for the next few years?

**28) from [NAME REDACTED] to everyone: 1:24 PM**

Federal trade and regulatory policies will impact traffic patterns - affects whether there will be more interstate intermodal traffic, or on the other hand, more manufacturing and industrial production (manifest carload and bulk traffic).

**29) from [NAME REDACTED] Red Gold to everyone: 1:24 PM**

Red Gold is growing its inbound volume via rail ... specifically from California

**30) from [NAME REDACTED] to everyone: 1:24 PM**

Available funding for general rail improvements and ability to support rail improvements to support economic development projects.

**31) from [NAME REDACTED] to everyone: 1:24 PM**

With 14 biofuel facilities, how is their rail use measured? I believe we are now 5th in the nation in ethanol produced.

**32) from [NAME REDACTED] Red Gold to everyone: 1:24 PM**

Red Gold is seeing improved performance (service, reliability) from the rail carriers



**33) from [NAME REDACTED] Red Gold to everyone: 1:25 PM**

you are correct Keith

**34) from [NAME REDACTED] to everyone: 1:25 PM**

Perhaps there is a lack of knowledge/understanding of how rail could positively impact their business model?

**35) from [NAME REDACTED]- Sunrise Movement Indianapolis to everyone: 1:26 PM**

Steel, coal, and petroleum are all major pollutants and contributors to climate change. Yet given the agreements in the Paris Climate Accords, there MUST be a significant reduction in fossil fuel use in every state. As we as a state begin to rely less on fossil fuels, will that free up rail lines previously devoted to freight, which could be repurposed for passenger lines?

**36) from [NAME REDACTED] Red Gold to everyone: 1:26 PM**

Red Gold did not experience any service disruptions during the pandemic. Nice job Hoosiers!

**37) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 1:28 PM**

If INDOT doesn't seriously take passenger rail development into its rail plan, that will be a big mistake. Indiana is part of the Midwest Regional Rail plan, which is in the process of building out the MWRRS, and the Midwest is now going through a 40-year visioning process, led by the FRA, that Indiana is a big part of, both for increased passenger rail service in Indiana, and going through Indiana to Ohio and further east (as well as south).

**38) from [NAME REDACTED] to everyone: 1:28 PM**

7% would be based on the very poor level of service. It would be better to create a plan that addresses the very large potential market.

**39) from [NAME REDACTED] - Sunrise Indy to everyone: 1:28 PM**

Has there been any thought to the trend of office workers that are now working remotely from home, reducing the need for a car (or two per house), and the possible increase in demand for passenger rail if/when people would need to be in person at an office.

**40) from [NAME REDACTED] to everyone: 1:28 PM**

Continued Rail requirements supporting Department of Defense (Naval Support Activity Crane and Crane Army Ammunition Activity). Curious on Strategic Rail Corridor Network Plan (STRACNET) and those Defense Connector Lines to DoD Sites and reference to updated Rail Plan for State.





**41) from [NAME REDACTED] to everyone: 1:30 PM**

Amtrak's business model has been heavily criticized. What thought has been given to a non-Amtrak approach to passenger rail within Indiana? Perhaps more NICTDs?

**42) from [NAME REDACTED] to everyone: 1:31 PM**

White River Bridge at Elnora, IN Excellent project! Thank you INDOT. [NAME REDACTED] Indiana Rail Road.

**43) from [NAME REDACTED] to everyone: 1:31 PM**

Again, Shortline Railroads in Indiana are extremely concerned about proposed legislation to allow a 50% increase, from 80,000# to 120,000# proposed in HB1190. This would be devastating to the shortlines, as well as to the highways.

**44) from [NAME REDACTED] to everyone: 1:32 PM**

Does INDOT have and will they share their position on this proposed bill HB 1190

**45) from [NAME REDACTED] to everyone: 1:34 PM**

If there is a need to increase passenger rail traffic, the Cities served will need to improve public transit because people cannot get to where they need to go once they get to the city.

**46) from [NAME REDACTED] to everyone: 1:35 PM**

I second [NAME REDACTED] concern in regards to HB1190

**47) from [NAME REDACTED] to everyone: 1:37 PM**

To stay competitive in attracting the best and brightest is another strong reason to increase passenger rail options in Indiana.

**48) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 1:41 PM**

Wasn't the survey divided into either passenger rail or freight rail, and people had the option of completing one or the other? How many completed the passenger rail vs. freight rail survey?

**49) from [NAME REDACTED] Sunrise Indy to everyone: 1:41 PM**

What is the plan to incorporate this public feedback, which seems to overwhelmingly in support of expanding passenger rail, into the plan for the next 4 years?

**50) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 1:43 PM**

Thank you.



**51) from [NAME REDACTED] to everyone: 1:46 PM**

[NAME REDACTED], I understand your concerns about HB1190. We can discuss separately from this meeting.

**52) from [NAME REDACTED] Sunrise Indy to everyone: 1:46 PM**

I deeply appreciate this thorough response, Mr. Bucklew! I would like to underscore the fact that, regardless of private sector forecasts for their businesses, we are unlikely to have a livable future at all in 20-25 years if immediate action is not taken in the 2020s to drastically cut our global emissions.

**53) from [NAME REDACTED] to everyone: 1:47 PM**

We are here to listen & learn. We are trying to get a pedestrian bridge built over the TP&W shortline railroad to extend our trail into France Park, Cass County, IN.

**54) from [NAME REDACTED] to everyone: 1:47 PM**

Is there anything being done to help maintain RR right of ways trimming trees and maintaining ditches along Railways to be supportive of adjoining land owners?

**55) from [NAME REDACTED] to everyone: 1:48 PM**

Will the State Rail Plan provide context as to how Indiana compares with peer states in regard to funding, policies, etc.?

**56) from [NAME REDACTED] to everyone: 1:52 PM**

It needs to be emphasized that the existing passenger rail service (except on the South Shore) is too slow and too infrequent to use as a base case.

**57) from [NAME REDACTED] to everyone: 1:54 PM**

Rick Harnish makes a good point. The Amtrak model has operated so as to depress passenger traffic.

**58) from [NAME REDACTED] to everyone: 1:54 PM**

Do we have any other predictive models?

**59) from [NAME REDACTED] to everyone: 1:57 PM**

Most railroads are privately owned and maintained at their expense while truck companies use a public assets (highways) which makes them able to keep their prices low, This advantage impacts the cost effectiveness of the railroad.

**60) from [NAME REDACTED] Sunrise Indy to everyone: 2:03 PM**

Is there an opportunity now to ask questions aloud, or should we put them in the chat?



**61) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 2:03 PM**

Can you please send us the slides from the presentation?

**62) from Ameerah Palacios to everyone: 2:05 PM**

If you can put your questions in the chat, that would be helpful.

**63) from Ameerah Palacios to everyone: 2:05 PM**

Thank you, [NAME REDACTED]!

**64) from [NAME REDACTED] Sunrise Indy to everyone: 2:06 PM**

Mayor Hogsett of Indianapolis has committed our state capitol to carbon-neutrality by 2050. Is INDOT attempting to incorporate those aims into their freight and passenger rail plans, as well as their plans for other INDOT services such as bus systems? Is there collaboration occurring between the mayor's officer or other politicians to ensure this plan accounts for our state's needs?

**65) from [NAME REDACTED] Sunrise Indy to everyone: 2:08 PM**

Is that long-range plan you're referring to accessible to the public? If so, where can we find it?

**66) from [NAME REDACTED] Sunrise Indy to everyone: 2:09 PM**

Thank you!

**67) from [NAME REDACTED] to everyone: 2:10 PM**

Here's the location for the Long Range Transportation Plan: <https://www.in.gov/indot/3714.htm>

**68) from [NAME REDACTED] Sunrise Indy to everyone: 2:12 PM**

This is not a question for INDOT but a comment to participants. Sunrise Indianapolis has published our vision for Public Transit for All Hoosiers by 2030 and we'd love to hear any transit-minded folks' input. You can read the article here: <https://bit.ly/transitforall>

**69) from [NAME REDACTED], Midwest Interstate Passenger Rail Commission to everyone: 2:13 PM**

When you hold the next meeting, can you please plan to talk comprehensively about how the needs of passenger rail expansion and freight rail will be incorporated in the state rail plan?

**70) from [NAME REDACTED] - Sunrise Indy to everyone: 2:13 PM**

Thank you for hosting this meeting and providing this information!! I'd like to invite anyone that's interested in joining the Sunrise Movement to visit our sign up page here: <https://forms.gle/skijehY2hvxzioMS8>





71) **from** [NAME REDACTED] **to everyone:** 2:13 PM

Thanks, Keith

72) **from** [NAME REDACTED] **Sunrise Indy to everyone:** 2:14 PM

Thank you very much!

73) **from Ameerah Palacios to everyone:** 2:15 PM

Thank you everyone!



## Appendix C: Meeting Attendees

Company Name	Organization Type	Title	First Name	Last Name
American Electric Power	Shipper	Manager of Economic and Business	Shelley	Klug
Amtrak	Railroad	Senior Manager - State Corridors	Joseph	Shacter
Friends of the Panhandle Pathway, Inc.	Association	President	John	Bawcum
G&W RR Services	Shipper	AVP Government Affairs	Charles	Hunter
HDR	Consultant	Senior Freight Transportation Planner	Keith	Bucklew
HDR	Consultant	Vice President	Kevin	Keller
HDR	Consultant	Strategic Communications Project	Ameerah	Palacios
HDR	Consultant	Senior Economist	Vishal	Savalani
HDR	Consultant	Senior Railway Planner	Matt	Van Hattem
HDR	Consultant	Freight Planner	Tom	Visee
High Speed Rail Alliance	Association	Executive Director	Rick	Harnish
INAg LLC (representing Kankakee,	Lobbyist	Principal	Cresswell	Hizer
Indiana Motor Truck Association	Association	Vice President	Barbara	Hunt
Indiana Passenger Rail Alliance	Association	President	Steven	Coxhead
Indiana Soybean Alliance	Association	Chair, Membership and Policy	Mike	Koehne
INDOT	Government	Project Manager	Bridgette	Hail
INDOT	Government	Program Manager	Venetta	Keefe
INDOT	Government	Manager	Kevin	Knoke
INDOT	Government	Director	Kristin	Brier
INDOT	Government	Intern	Alex	Liu
INDOT	Government	Manager	Tom	Rueschhoff
INDOT	Government	INDOT Communications Manager	Slosarek,	Stephen
Kingdom Farms Inc.	Shipper	President	Mike	Koehne
League of Women Voters	Association	Former manager: Lafayette Railroad	Elizabeth	Solberg
Lucas Rail Lines	Railroad	Superintendent of Operations	Nicholas	Amy
Madison Railroad	Railroad	Director, Railroad Services	Casey	Goode
Madison Railroad	Railroad	CEO	Cathy	Hale
Midwest and Bluegrass Rail	Railroad	Manager - Business Development and	Brendan	Keener
Midwest Interstate Passenger Rail	Association	Director	Laura	Kliwer
Naval Support Activity Crane	Government	Community Planning Liaison Office	Mark	Dobbs
Newport Chemical Depot Reuse	Shipper	Executive Director	Bob	Grew
Northern Indiana Passenger Rail Association	Association	Member - Executive Committee	Craig	Blume
Northern Indiana Passenger Rail Association	Association	President	Fred	Lanahan
Northern Indiana Passenger Rail Association	Association	Corporate Secretary	Curt	Sylvester
Northwest Indiana Forum	Association	Surrogate for Heather Ennis	Kay	Nelson
Perry County Port Authority/Hoosier	Railroad	General Manager	Jared	Kleemann
Pioneer Railcorp	Railroad	Vice President of Government	Jamie	Caton
Red Gold	Shipper	VP President of Supply Chain	Kevin	Murray
South Shore Line	Railroad	Chief Accountant	Kelly	Wenger
Soy Transportation Coalition Board	Association	Member	Mike	Koehne
Sunrise Indianapolis	Association	Member	Beryl	Besemer
Sunrise Indianapolis	Association	Member	Emma	LaPlante
Sunrise Indianapolis	Association	Member	Patty	Wilkinson
The Indiana Rail Road	Railroad	Project Manager, Engineering	Justin	Cronin
	Community	Resident	Theresa	Allen
	Community	Resident	Bernie	Tongtaz
	Community	Resident	Derrick	Wynn
	Community	Retired, Culver Resident	Leigh	Marshall